



REBUILD AMERICA: INVEST IN INFRASTRUCTURE

“Rebuilding America is not some vague policy that needs to be defined, it exists in the trillions of dollars worth of decaying infrastructure we know must be rebuilt if we are to make America stronger. It’s just common sense, by choosing to focus on our needs here at home – on roads, bridges, sewers, schools in every state – we will not only create jobs, we will strengthen the very economic foundation of West Virginia and this nation that our people and businesses rely on to thrive.”

~ Senator Joe Manchin

Senator Manchin supports making substantial commonsense investments in infrastructure as one of the most significant ways Congress can jumpstart the economy and put West Virginians and Americans back to work.

By investing in our highways, railroads, bridges, as well as water and sewer systems, and by modernizing our schools to best serve our next generation, not only can we create American jobs, but more importantly, we can lay the foundation for economic growth for tomorrow. Looking back through this nation’s history, Senator Manchin has pointed to Franklin D. Roosevelt’s substantial investments in America’s parks system and infrastructure as part of the economic recovery from the Great Depression, as well as Dwight Eisenhower’s interstate highway initiative that helped pull this nation from a recession following the Korean War, as examples of how infrastructure investment can boost job creation and economic growth. As every West Virginian knows, with sound infrastructure, we can attract and support American businesses and residents, building robust communities that contribute to our economy.

REBUILD AMERICA JOBS ACT

As a strong advocate of infrastructure investment, Senator Manchin is an original cosponsor of the Klobuchar-Manchin “Rebuild America Jobs Act,” which is expected to be introduced in the U.S. Senate on October 31. This commonsense bill would:

- **Make a \$50 billion investment in our roads, rails and airports:** The legislation includes \$50 billion in investments for highways, transit, rail and aviation. It includes investments to improve our airports, support NextGen Air Traffic Modernization efforts, and resources for surface transportation improvements. The bill also provides infrastructure-related job training opportunities and ensures that small businesses can compete for infrastructure contracts.
- **Create a \$10 Billion National Infrastructure Bank:** The bill would create a National Infrastructure Bank capitalized with \$10 billion, in order to leverage private and public capital and to invest in a broad range of infrastructure projects of national and regional significance, without earmarks or traditional political influence.
- **Funding:** The bill is currently funded with a 0.7 percent surtax on adjusted gross income of more than \$1 million for both single filers and married couples filing jointly. In 2009, there were 482 individuals in West Virginia with incomes higher than \$1 million. Senator Manchin is open to other suggestions for funding the bill to win bipartisan support.



KEY STATISTICS ABOUT INFRASTRUCTURE IN WEST VIRGINIA

West Virginia Roads:

- 8,452 miles of public roads;
- 34,866 miles of state-owned highways, 88 miles of West Virginia Turnpike, 835 miles of federally owned roads and 2,895 miles of municipally owned roads;
- 555 miles of Interstate highway;
- 1,824 miles included in the National Highway System, 23 miles of which are connectors to other modes of transportation such as airports, trains and buses;
- 2 national and 8 state scenic byways.

West Virginia's infrastructure needs:

- According to **Transportation for America**, West Virginia ranks eighth in the nation for the number of deficient bridges in the state. Out of the state's 5,734 bridges, 957 are classified as deficient, or 16.7 percent.
- Driving on roads in need of repair costs each West Virginia motorist an average of \$280 annually - \$371 million state-wide.
- The group also reports that the average daily traffic on all bridges is 23,752,737, and the average traffic on deficient bridges is 2,648,822. The percentage of daily traffic on deficit bridges equals 11.2 percent of the state's average daily traffic on all bridges.
- According to TRIP, a national transportation research group, 36 percent of West Virginia's major roads are in poor or mediocre condition.

Effectiveness of infrastructure investments:

- Moody's estimates that for every \$1 spent on infrastructure, GDP is raised by about \$1.59.
- According to the Labor Department, the greatest percentage of West Virginians making unemployment insurance claims are from the construction industry – with 19.8 percent of all the claims coming from unemployed construction workers.